



MEETING MINUTES
Local Roads & Streets Council
May 1, 2002
Wisconsin Rapids City Council Chambers
10:00 am to 3:00 pm

LRSC MEMBERS PRESENT

Wisconsin Counties Association

Randy Anderson (for Phil Boehning) —
Clark County
Dick Leffler—Florence County
Emmer Shields—Ashland County
Tom Boguszewski—Rock County

Wisconsin Towns Association

Eugene Lueck – Bloomer
Mildred Beier—Beaver Dam
LaVerne Grunwald—Caledonia

League of Wisconsin Municipalities

Bill Handlos—Manitowoc
Gary Boden—Whitewater
Dave Waffle - Reedsburg

Wisconsin Alliance of Cities

Rick Jones—Racine
Chris Fornal (for Jeff Polenske) –Milw.

Regional Planning Commissions/

Metropolitan Planning Organizations

Walt Raith—Fox Cities and Oshkosh
Don Kush—Eau Claire

WisDOT STAFF PRESENT

Mary Forlenza
Rod Clark

Scott Bush
Brian Zirbes
John Haverburg
Beth Cannestra
William Anderson
Beth Nachreiner

Others Present

Phil Scherer-TDA
Phil Barnes-FHWA
Jerry Bach – Wisconsin Rapids
Rick Stadelman - WTA
Alison Bussler - WCA
Mike Hess

LRSC MEMBERS ABSENT

Norm Faber – Ithaca (Excused)
Dennis Melvin-West Bend (Excused)
Bob Wagner - (Excused)
Carl Weber - Green Bay (Excused)
Ken Yunker - RPC/MPO

Opening Business (Rick Jones, Mary Forlenza)

Rick Jones called the meeting to order. Mary Forlenza took roll call. Minutes from the March 13, 2002 meeting were accepted as written.

Mary indicated that the Exec/E&C/REAL Committee meeting on June 6th would need to be rescheduled due to scheduling conflicts. She indicated that the Committees would get together at lunch and set a new date. (The meeting was rescheduled for June 4th)

Community Sensitive Design (John Haverberg, Beth Cannestra, and William Anderson, WisDOT)

John Haverberg reviewed the outreach activities he and his staff have conducted thus far for Community Sensitive Design. John indicated that he and his staff had met with the Wisconsin Transportation Builders Association and the group supported the concept. He and his staff had met with the LRSC Executive Committee in April to discuss the proposal and that it was the committee's recommendation that he present the proposal to the full Council.

John gave a Powerpoint presentation and provided a handout of the slides to the Council. John's presentation compared the current highway project development process to a process using Community Sensitive Design (CSD) principles. John stated that the major changes to the project development process using CSD are to involve the community early in the process and provide flexibility in the project design phase. The main benefits of CSD include reduced project costs, fewer project delays, and more aesthetically pleasing projects.

Dick Leffler stated that CSD is a good concept but he would like to see WisDOT provide more assistance with zoning and land use planning along highway corridors. John stated that a focus on corridor planning might be a good addition to CSD. Rod Clark indicated that District staff are overwhelmed enforcing Trans 233 and are not frequently available to help out with corridor planning, even though there is a strong interest by the Districts to do so. Emmer Shields stated that CSD efforts to get feedback from the locals up front is a big issue and a positive step. Tom Boguszewski indicated that the locals do not always cooperate even if they are included early. Dick acknowledged Tom's point but added that in most cases early local involvement will prevent future problems. Phil Scherer stated that corridor planning is important but that locals need to enforce the plan. Emmer Shields felt that all state highways do not need to have corridor plans, just the major corridors. Rick Jones asked if the flexible standards in CSD would apply to other state-funded local projects. John replied that it would be up to the county to decide if they wanted to adopt the CSD standards. Emmer stated that a better understanding is needed of the flexibility within the standards. Rick added that a change in the wording from minimum standards to acceptable standards might help indicate that flexibility exists in the standards.

John continued his presentation and discussed the Amenities Budget Matrix from his presentation. John indicated that this matrix illustrates the percentage of funding for amenities that are allowed under the CSD proposal. The matrix allows differing

percentages of a project's total cost to go toward amenities based upon the type of project and the context, or level of visibility and importance, of the project. Rod added that enhancement funds are still available and that CSD does not affect this funding but adds options to fund amenities that are currently not eligible. John added that one proposal for CSD is to link it to community planning and give a higher score to those communities with a plan. Rick Stadelman added that giving credit to local planning is a good idea. Dave Waffle asked if CSD would provide more opportunities to install noise walls. John replied that CSD would provide funding to allow a community to construct a more attractive wall but would not provide a new funding source for walls.

Bill Handlos thanked John for his presentation and stated that he hopes that the proposal will be successfully implemented. John said that there is external pressure to adopt CSD principles and that it is a national priority for AASHTO and FHWA. He continued that WisDOT has spent more time on developing CSD standards than most other states and may be a national leader in this arena. In response to a question by Mary Forlenza, John indicated that the proposed timeframe to implement CSD will likely be with projects slated for construction in 2006 and beyond. He said this timeframe is necessitated by upfront public participation and scoping needs required in the process. Beth encouraged Council members to provide their comments and concerns to WisDOT as soon as possible. John mentioned that WisDOT has a consultant under contract to assist with CSD training and the policy must be finalized before training materials can be prepared. He hopes to have training in the field by early in 2003. Rick asked to bring back policy issues and comments at the July Council meeting. John thought that an article on CSD might be appropriate in the fall Council newsletter. Tom Boguszewski encouraged WisDOT to document savings accrued through CSD so that comparisons can be made with the costs generated by CSD. Rick Jones said that he supports the CSD proposal and hopes that CSD projects can help build positive public perceptions on the transportation industry.

Federal Reauthorization (Beth Nachreiner, WisDOT)

Beth provided a handout from an American Association of State Highway and Transportation Officials (AASHTO) work group session she had recently attended and spoke to the Council regarding reauthorization. She indicated that an early fall reauthorization meeting was being planned and that the update of WisDOT statutes on reauthorization would be a topic for the meeting. Beth reviewed AASHTO's key reauthorization issue of how to grow the highway and transit funding programs. She specifically outlined the politically feasible options for growing the program that includes indexing the federal gas tax and tax credit bonding. Beth indicated that using these funding methods would be a change from the current "pay as you go" concept to a part pay as you go, part leverage funding.

Beth also spoke about Revenue Aligned Budget Authority (RABA) and the reduced funding the state will be receiving. She indicated that originally the state was going

to see a \$153 million decrease in funding which represents a 27 percent reduction and would affect about 90 projects. Beth indicated that Congress restored 50 percent of this funding but this still represents a \$70 - \$80 million reduction. Rick asked how this would affect local road projects. Beth indicated that the reduction would cause a 15 percent reduction across the board on all federally-funded projects and that the likely result would be project delays. Rick thanked Beth for the update.

LRSC in 2002 (Rick)

Rick Jones gave the Council a brief overview of the Executive Committee's meeting with the Secretary. Rick indicated that he and the committee reviewed the history, charge, make-up, and sub-committees of the Council with the Secretary. The Committee informed the Secretary of the successes of the Council including the 99.5% local government compliance in submitting pavement ratings and the value of the Council as a vehicle for distributing information. Rick also stated that the Secretary made it clear that the issue of changes in funding for local roads would not likely be addressed in an election year. Rick stated that he felt that with the timing of his departure, perhaps the Secretary was preoccupied by the changes in the Governor's office and not entirely focused on the meeting. However, Tom Carlsen, the new Acting Secretary, was at the meeting, is aware of the Council's issues, and continues to support its activities.

Rick next discussed the Council priorities. He stated that the launch of the Wisconsin Information System for Local Roads (WISLR), Federal Reauthorization, and over-weight/over-sized trucks were all priorities for 2002. Rick also discussed two newspaper articles he brought along with him. The first article dealt with the Governor not wanting to ask for more highway money and the second article dealt with the Governor asking for money to deal with deer related issues. He indicated that there seemed to be a flaw in the Governor's logic when it comes to funding priorities, especially when the plan to end shared revenue is added to the picture.

Next, Mary discussed the Council and Committee membership terms. She indicated that some of the Council members are nearing the end of their three-year terms that will expire in December. Mary indicated that replacements for Bud Verjinsky and Phil Boehning will be needed very soon and that the Council will also need to address the representation of SEWRPC and the retirement of Tom Boguszewski. Walt Raith said he would call Ken Yunker at SEWRPC and address the attendance issue. Mary thanked the Council members for their participation and also thanked the facilitators, in particular Phil Barnes and Phil Scherer, calling their participation invaluable. Mary indicated that a membership letter of commitment would be sent to members who have their term expiring asking for a new three-year commitment, along with a request for members to select a committee assignment. Mary will follow-up with SEWRPC regarding availability, association leadership regarding recommended new members.

Rick then discussed the new committee structure. He reviewed the five committees and the issues they will be addressing. The Infrastructure Committee will be addressing WISLR next generation, GASB 34, and pavement ratings. The Local Transportation Financing Committee will be addressing the state budget and transportation funding issues. The Regulatory, Environmental and Legislative Committee will be addressing environmental streamlining, over-weight/over-sized trucks, and conflicting uses of rights-of-way. The Education and Communication Committee will be addressing the LRSC website, LRSC brochure, and the brochure on General Transportation Aids. The Executive committee will continue to address the administrative function of the Council.

Environmental Streamlining Update

Mary provided the Council some background on the issue. She indicated a letter had been drafted from the Council to the Secretary of the Wisconsin Department of Natural Resources (DNR) in an effort to get the process moving again. She indicated that the letter would be reviewed by the WisDOT Secretary's office and then sent out. Mary indicated that the issues being addressed are the delays in reviewing projects and the high workload at the DNR. She further stated that what is being proposed is an opportunity to streamline the approach for reviewing the projects and focusing resources on important projects. Phil Scherer cautioned that the DNR might ask for more transportation money to fund staff reviews. Emmer Shields stated that local projects do not have the same level of review as state projects and that state projects are over-analyzed. Rick indicated that the letter is an opportunity to talk with the DNR and see if there are any benefits for local government. Phil Barnes stated that everyone is for environmental streamlining but we need to get the people working at the ground level to change if we are to see any real effects.

Closing Business & Adjourn

Discussion provided the following items for the July agenda:

- Update on the Secretary's Committee on Local Program Streamlining (SCOP)
- WISLR update with Joe Nestler
- Over-weight/over-sized trucks
- Resources to manage the Local Roads Improvement Program (LRIP) and the LRIP database
- Membership update and committee assignments
- LRSC Biennial Report

The meeting adjourned at approximately 3:00 p.m.

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